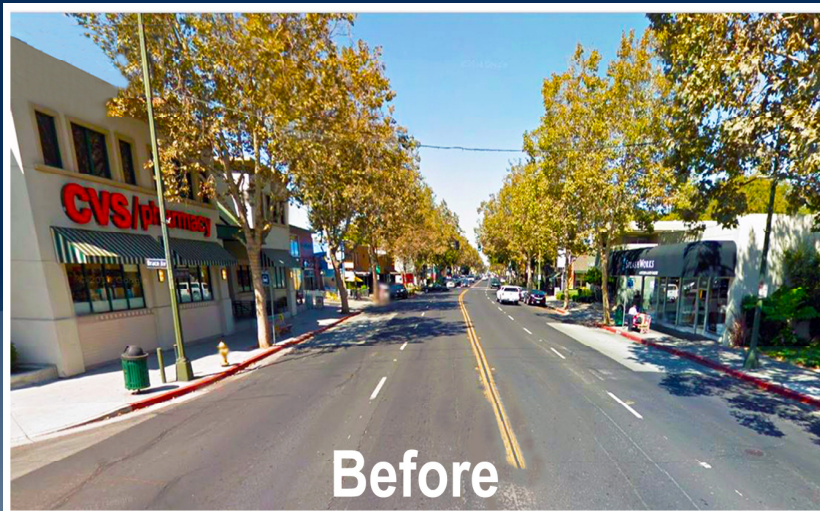


# Lincoln Avenue Road Diet Trial



Community Meeting  
June 18, 2015

# Agenda

- **Welcome & Agenda Review**
- **Introductory Remarks**
  - Road Diet Working Group
  - Willow Glen Neighborhood Association
  - Willow Glen Business Association
- **Data Collection Report – San José DOT**
- **Questions to Clarify Data Collection Report**
- **Public Comments**

# Road Diet Working Group (RDWG)

## ■ Feedback the RDWG has received:

- 282 Support
- 206 Oppose
- 144 Undecided / Concerned
- 35 Suggestions
- 20 Questions

# **Willow Glen Neighborhood Association (WGNA)**

- **Conducted road diet survey with residents**
- **Results are available on WGNA website at:**  
**[http://www.wgna.net/road\\_diet\\_survey\\_results](http://www.wgna.net/road_diet_survey_results)**

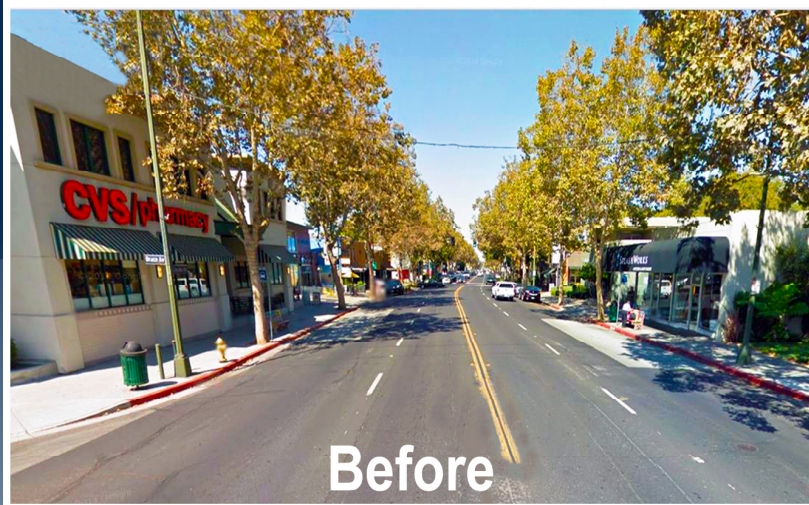
# **Willow Glen Business Association (WGBA)**

- **Conducted road diet survey with business owners, managers and property owners**
- **Results are available on WGBA website at:**

**<http://www.willowglen.org/road-diet>**

# Lincoln Avenue Road Diet Trial

## Data Collection Report



Community Meeting  
June 18, 2015

# Background

- **Road Diet Working Group Formed (Fall 2014)**
  - Willow Glen Neighborhood Association (WGNA)
  - Willow Glen Business Association (WGBA)
  - Requested participation by San José DOT
- **Lincoln Avenue Repaving Planned (Fall 2015)**
  - Paving project scheduled for 2015
  - Opportunity to test Trial restriping before paving work

# What is the Purpose of the Lincoln Avenue Road Diet?

- Improve safety for all users
- Create a calmer traffic environment
- Enhance travel for people walking and biking

# Context

## ■ Envision San José 2040

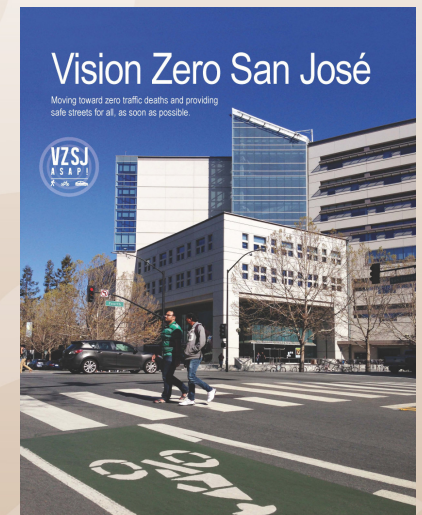
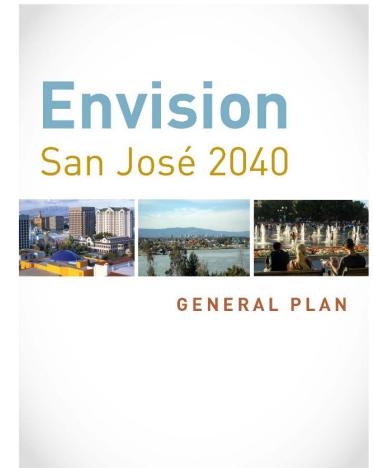
- Multimodal transportation options
- Walkable urban villages
- A City focused on people, not cars

## ■ Vision Zero San José (VZSJ)

- Moving toward zero deaths and providing safe streets for all, as soon as possible

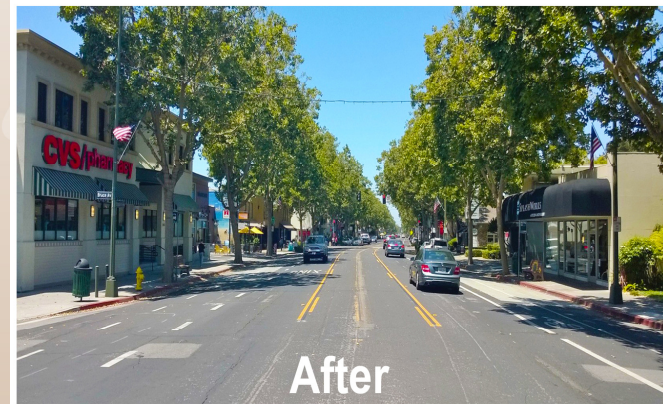
## ■ Recent “Road Diets”

- San Fernando, Hedding St, Almaden Blvd
- 3<sup>rd</sup>/4<sup>th</sup>, 10<sup>th</sup>/11<sup>th</sup>, Julian/St. James



# Lincoln Avenue Road Diet Trial

- **Lincoln Avenue:  
Coe to Minnesota**
  - Transition areas: north to Pedro; south to Nevada
- **Previous configuration**
  - 4 lanes for through traffic
- **Trial configuration**
  - 2 lanes for through traffic
  - 2-way center turning lane
  - 2 bike lanes



# Before/After Data Collection

- **Traffic volume and speed data**
  - 45 locations
    - 23 neighborhood streets
    - 16 major streets
    - 6 Lincoln sites
- **Travel time along Lincoln Avenue corridor**
  - AM, midday, PM periods
- **Intersection Level of Service (LOS)**
  - 7 Lincoln Avenue traffic signals
- **Active monitoring of traffic operations**
  - Lincoln/Willow, Lincoln/Minnesota, Willow Glen Elem

# Volumes & Speeds

- **Lincoln Avenue (6 monitored locations)**
  - **Overall Volumes**
    - Down 3% - 13%, now carries 14,000+ veh/day
  - **Overall Speeds**
    - Changes ranged from -1.5 mph to +1.1 mph
  - **Speeds within Road Diet Trial project area**
    - **Coe to Willow:**
      - Down 1.5 mph
      - Vehicles at 10+ over the speed limit: nearly 800/day fewer
    - **Willow to Minnesota:**
      - Down about 1 mph
      - Vehicles at 10+ over the speed limit: about 60/day fewer

# Volumes & Speeds

## ■ Neighborhood [Local] Streets (23 locations)

### - Volumes

- 12 monitored streets (52%) had minor changes, with changes of less than 50 vehicles per day after Road Diet Trial
- 9 streets had volumes decrease 100 – 600 vehicles per day
  - Brace, California, Hicks (Curtner to Pine), Iris, Lester, Malone, Newport (south of Minnesota), Pedro, Willow Glen Way

### - Speeds

- No neighborhood streets had a significant increase in motorists traveling at 10+ mph over the posted speed limit
- Hicks (Curtner to Pine) had increases in overall speeds and now has adverse traffic conditions under City Council Policy

# Volumes & Speeds

## ■ Major Streets (16 monitored locations)

### - Volumes

- No significant increases, some minor decreases

### - Speeds

- Several streets had more vehicles at 10+ mph over speed limit
  - **Bird (Minnesota to Willow)** – up from 635 to 1,166 per day
  - **Bird (Willow to Coe)** – up from 357 to 736 per day
  - **Meridian (Willow to Minnesota)** – up from 446 to 1,099 per day
- Overall speeds are within normal ranges, except at:
  - **Meridian**: 40.3 mph in 35 mph zone
  - **Curtner (east of Lincoln)**: 41.8 mph in 35 mph zone

# Travel Times along Lincoln Avenue

## ■ Curtner – San Carlos corridor times

- About the same during AM commute (7:00 – 9:00AM)
- 1 to 3 minutes shorter midday (11:00AM – 1:00PM)
- 2 to 3 minutes longer for PM commute (4:30 – 6:30PM)

## ■ Lincoln/Willow intersection

- Longer travel times approaching this intersection
  - During all 3 measured time periods
  - For both approach directions

# Travel Times along Lincoln Avenue

## ■ AM Commute (7:00AM – 9:00AM)

### - Northbound

- Up 27 seconds (+5%), now takes 9 min 7 sec
- 1 minute increase in segments approaching Willow
- Peak AM (7:45 – 9AM): up 36 seconds (+7%), to 9 min 43 sec

### - Southbound

- Essentially no change in overall travel time of 8 min 50 sec
- Peak AM (7:15 – 8:30AM): no change, 9 min 18 sec

# Travel Times along Lincoln Avenue

## ■ Midday (11:00AM – 1:00PM)

### - Northbound

- Down 2 min 16 sec (-21%), now takes 8 min 35 sec
- Most segments improved, except approaching Willow
- Peak midday (11:45AM – 1PM): Down 2 min 44 sec (-24%), now takes 8 min 39 sec

### - Southbound

- Down about 1 minute (-14%), now takes 8 min 25 sec
- Peak midday (11:45AM – 1PM): Down 1 min 21 sec (-14%), now takes 8 min 25 sec
  - 1 minute faster Willow to Minnesota

# Travel Times along Lincoln Avenue

## ■ PM Commute (4:30PM – 6:30PM)

### - Northbound

- Up 1 min 39 sec (+16%), now takes just over 12 min
- Up nearly 2 minutes from Minnesota to Willow (+93%)
- Peak PM (5:15 – 6PM): up 2 minutes (+24%), to 12 min 20 sec

### - Southbound

- Up 2 min 15 sec (+24%), now takes 11 min 50 sec
- Nearly 2 min longer between Parkmoor and Coe (+117%)
- Peak PM (4:45 – 6PM): up 3 minutes (+29%), to 13 min 14 sec
- Queues at Willow now extend past Coe for entire PM period

# Intersection Level of Service (LOS)

- **Defined by the *Highway Capacity Manual***
  - Published by the Transportation Research Board (TRB) of the National Academies
- **LOS measures the average total vehicle delay for all movements at an intersection**
- **Types of data used in LOS calculations**
  - Peak hour volumes
  - Lane configuration
  - Signal cycle length
- **Not intended to represent “real life” experience**

# Lincoln Avenue LOS Calculations

## ■ 7 Signalized Lincoln Avenue Intersections

- AM and PM peak hours
- All locations maintained LOS D or better
  - LOS D: Longer delays due to several factors, including: higher % of capacity, long cycle lengths, unfavorable progression. Many vehicles stop each cycle.

## ■ No significant impacts under:

- California Environmental Quality Act (CEQA)
- City Council Policy 5-3: Transportation LOS

# Bicycle & Pedestrian Volumes

- **Collected at signalized Lincoln intersections within Road Diet Trial project area during AM and PM peak 2-hour periods**
  - Minnesota
  - Financial Square (bank driveways)
  - Willow
  - Coe
- **Slight increase in bicyclists**
- **25% increase in pedestrians at Willow and at Minnesota**

# Ongoing Operational Improvements

## ■ Lincoln/Willow red curb

- Installed red curb for NB Lincoln to allow right turns to yield at crosswalk away from NB thru lane

## ■ Lincoln/Willow traffic signal

- Evaluating minor signal modification to allow left turn signals [arrows] on Lincoln (10 – 15% impr.)

## ■ Lincoln/Minnesota lane striping

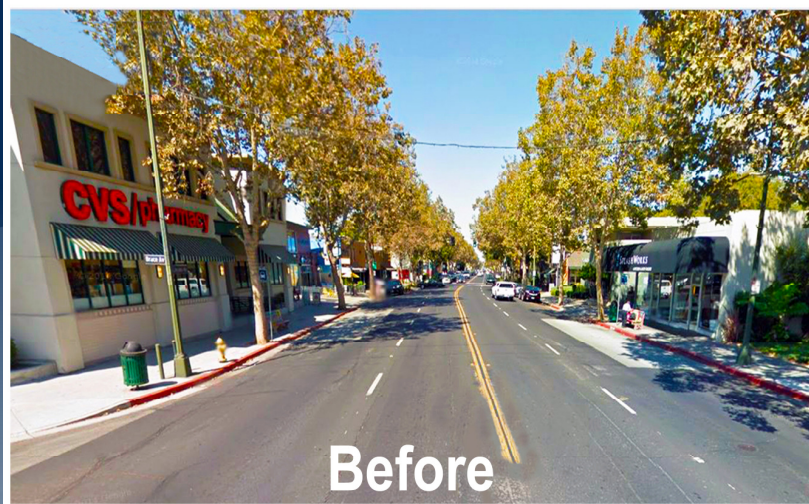
- Evaluating removal of 2<sup>nd</sup> NB left turn lane for wider SB lane around VTA bus stop

# Next Steps

- **Community Meeting – June 18, 2015**
  - Traffic data report overview
  - Community input
- **Feedback from Community Associations – July**
  - WGNA and WGBA
  - If either Association opposes making the Road Diet permanent, Lincoln Avenue will return to “pre-Trial” roadway marking configuration during the summer
- **Consideration by City Council – September**
- **Lincoln Avenue resurfacing – October**

# Lincoln Avenue Road Diet Trial

## Data Collection Report Questions



Before

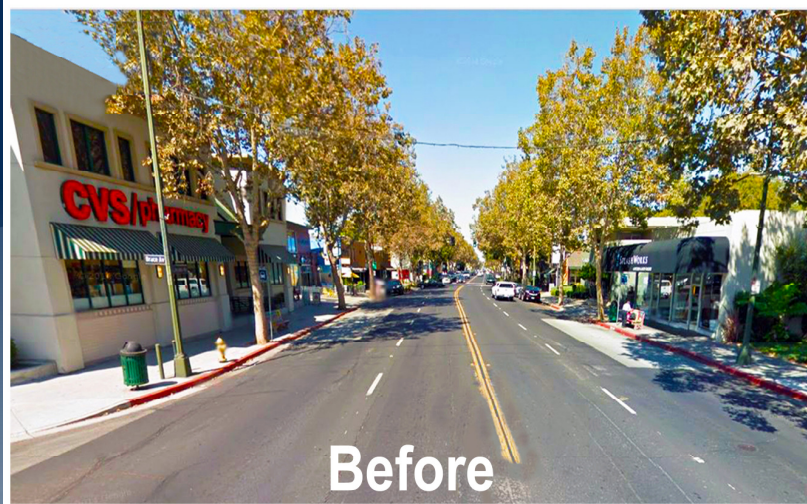


After

Community Meeting  
June 18, 2015

# Lincoln Avenue Road Diet Trial

## Public Comments



Community Meeting  
June 18, 2015